

INTIMATIONS

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Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as **THE LEADING SCOTCH WHISKY IN THE EAST.**

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BRANDY.

First very old **BROWN BRANDY**, Guaranteed 25 year age, in wood. The finest **LIQUEUR BRANDY** on the market.

MARRIAGE.

WEST-MACKENZIE.—On August 1st, at Shanghai, MELINA MACKENZIE to JOHN WEST.

DEATHS.

DAILY.—On August 2nd, at Shanghai, RICHARD (DICK) DAILY, aged 55 years.
MORGAN.—On August 3rd, at Shanghai, MARY ANNE ELIZA, beloved wife of R. Morgan, aged 32 years.

The Daily Press.

HONGKONG, AUGUST 11th, 1914.

SEVERAL days have now elapsed since the outbreak of hostilities between Great Britain and Germany and the disappointment that British residents in Hongkong are beginning to feel over the withholding of news of the doings of the Fleet in the North Sea must be shared throughout the Empire. From the seaside resorts on the East Coast it has been reported that continuous heavy firing was heard one day last week, indicating that a naval battle was being fought, and a statement by a Whitty shipowner has been telegraphed throughout the world that the Germans lost nineteen ships in that engagement. Presumably this Whitty shipowner must have had some special means of acquiring information on the subject, or no responsible journalist would have been disposed to place any credence in his statement. But while the Admiralty has denied that it gave to the Tyneside shipowners certain information, they do not appear to have definitively denied that there has been a naval engagement. The task before the British Navy is to clear the seas of the German warships, and it is quite plain that this task has not yet been accomplished, so that even if the Whitty shipowner's story were fairly trustworthy we can quite appreciate that the Admiralty might have very good reasons for withholding the information at present from the nation. The British people having been forced into the war in defence of their interests and the fulfilment of their obligations of honour to neighbouring nations have entered upon the struggle against Germany with a grim determination not only to successfully defend those interests now, but to ensure that it will be a long time before they are again menaced,

as they must always be while Germany remains a strong naval and military power. Consequently, the dominating idea is that now or never Germany has to be crushed. It is conceivable that even though the report of a great British success in the first encounter on the high seas be true, the Government may yet deem it unwise to make the announcement at this stage in the war, for the reason that it would tend to engender a feeling of self-confidence fatal to the maintenance of the efforts the people are making to ensure complete success in the war. That is the only way in which we can account for the Admiralty's declining to take the nation into its confidence as to what really happened when that continuous heavy firing was heard all along a large stretch of the East Coast of Great Britain. The fact that the fishing fleets have been allowed to pursue their industry in the North Sea, and the still more eloquent fact that the Bank rate in England has dropped from 10 per cent. to 5 per cent. surely suggest that by some means or other the situation has greatly improved for Great Britain since hostilities broke out, and the only explanation which suggests itself to the public mind is that the danger of invasion has been rendered more remote by the result of the reported naval battle. Still, it would be more comforting to have a definite assurance of this from the Admiralty. Here in Hongkong we are also eagerly awaiting news of the operations of the British Squadron in these waters, and patriotic pride in our Navy leads us to hope that Admiral JERRAM's squadron will so speedily remove all menace to British interests in these parts as to render superfluous the assistance of our gallant Ally, Japan, who, it will be seen from a telegram we print this morning, shows a readiness to discharge her Treaty obligations which the British public will not fail to appreciate. The wording of that telegram is remarkably significant. "There is reason to believe that Japan will adhere not only to the letter but will act up to the spirit of the Alliance to the extreme limit." There are two objects of the Treaty of Alliance which bear upon the present situation. They are:—(A) the consolidation and maintenance of the general peace in the regions of Eastern Asia and of India; and (C) the maintenance of the territorial rights of the high contracting parties in the regions of Eastern Asia and of India, and the defence of their special interests in the said regions. Article I of the Agreement provides that whenever, in the opinion of either Great Britain or Japan, any of the rights and interests referred to in the Preamble are in jeopardy, the two Governments will co-operate with one another fully and frankly and will consider in common the measures which should be taken to safeguard those rights and interests. Article II reads: "If by reason of unprovoked attack or aggressive action, wherever arising, on the part of any other Power or Powers, either contracting party should be involved in war in defence of its territorial rights or special interests mentioned in the Preamble of this agreement, the other contracting party will at once come to the assistance of its ally and will conduct the war in common and make peace in mutual agreement with it." Thus there is no waiting to be invited to participate. Any attack upon Hongkong or Weihaiwei or even upon British shipping in the waters of the Far East brings this Agreement into instant operation, and the fact that two Japanese Squadrons have put to sea must therefore be regarded as an intimation that Japan will come into the war at the first opportunity Germany affords—whether it be an attack on British territory or the capture or destruction of a British ship.

We received yesterday an *Ostasiatischer Lloyd* message from Berlin which simply said: "24 words missing: censored."

At the Magistracy yesterday a Chinese was fined \$125 for being in unlawful possession of a revolver and six sticks of dynamite.

Mr. H. S. Playfair has taken over the Hongkong agency of the Liverpool, London and Globe Insurance Co. and the fact is advertised on page 4 of this issue.

We are requested by the Colonial Secretary to state that the British Consul at St. Petersburg has notified the British Consul at Harbin that passengers via the Siberian railways cannot proceed to England at present.

Messrs. Thos. Cook & Sons yesterday received a cable from the South Manchurian Railway Co., Dairen, in response to an inquiry made by them, which stated that traffic to St. Petersburg, and Moscow is not suspended. We understand, however, that there are no bookings through to Europe at the present time.

There has been a Chinese and Native rebellion in Dutch West Borneo, putting an almost complete stop to business. The primary factor in the unrest appears to be the tax which requires that every native shall work on the roads for a certain time as a substitute for paying towards their maintenance. The Chinese are believed to be the instigators of the rising.

The case in which A. G. Graham, a constable in the Royal Naval Police, was charged with misconducting himself while on duty at the Kowloon depot of the Naval Yard was again mentioned to Mr. J. R. Wood at the Magistracy yesterday. Inspector Churchill, of the Naval Police, told the Magistrate that the Commodore had dismissed Graham, but regretted that the Order did not give him sufficient power to otherwise deal with the man. His Worship sent the defendant to goal for a month.

At the services at the Catholic Cathedral on Sunday, Bishop Pozzoni caused to be distributed his circular to the faithful of his vicariate on the "Duties of Citizens in Time of War." While the Churches are offering appropriate prayers at this juncture, a very touching sight, that does not come under the eye of the community, may be witnessed any day when the inmates and orphans of the Italian Convent are gathered in solemn prayers in their pretty Chapel in Caine Road. Reverent at all times under the disciplinary system prevailing in the institution, when the community assemble for devotional exercise, the present appears to offer even more cogent reasons for greater fervour on the part of the hundreds of veiled supplicants who, on bended knees, intercede for the early restoration of Peace, besides offering the usual prayers for those who have fallen in battle, for the afflicted and the bereaved—the widows and orphans. In particular, prayers are offered for those who are entrusted, by God's providence, with the governance of the realm and of this Colony, for whose inhabitants strength and fortitude are implored in the present hour of trial. The devotions are interspersed with music by the choir, the hymns selected being especially appropriate to the occasion.—Communicated.

"HONGKONG DAILY PRESS" WAR "EXTRAS."

We desire to state for the information of the public that "Extras" are being issued from the *Hongkong Daily Press* Office only when the news received by cable is of sufficient importance to warrant doing so.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 4.35 p.m. yesterday:—

Cyclone or Typhoon E. of northern Luzon, more than 300 miles distant, moving N.W.

A VOLUNTEER'S SUDDEN DEATH.

With tragic suddenness, Private William Curwen, of the Hongkong Volunteer Corps, died from heart failure at Stonecutters shortly after 11 o'clock on Sunday night. Deceased, who was a strongly-built, powerful man, appeared to be in his usual robust health until but a very short time before his lamentable end. His cheery smile and good-humoured nature made him very popular among his colleagues in the Machine-Gun Company, who will feel his loss especially keenly. It may be recalled that Mr. Curwen had an extremely narrow escape from drowning in the Yau-mati ferry disaster last year.

Deceased was 43 years of age, and came to the Colony 14 years ago to take up the position of Headmaster at the Belilos Reformatory. Three years later he was appointed Headmaster of the Yau-mati School, and held that position ever since. He leaves a widow and two children, who are in England.

The funeral took place at the Happy Valley Cemetery yesterday, the deceased being accorded Military Honours. Practically all the members of the deceased's section attended, together with a number from other Companies and personal friends.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A ROYAL BIRTH.

LONDON, August 10th.

H.R.H. Princess Arthur of Connaught has given birth to a son.

WAR NOTES.

THE GERMAN CONSUL AND STAFF LEAVING.

By order of the Government, Dr. Voretzsch, the Imperial German Consul, and the whole of the Consular Staff are leaving the Colony to-day. Quite a large number of Germans are remaining in the Colony under parole. We learn, however, that four are under arrest at Victoria Gaol.

GERMAN PASSENGERS DETAINED IN MURRAY BARRACKS.

The Pacific Mail liner *Manchuria*, from San Francisco via Manila, was detained outside the harbour for the greater part of yesterday by the naval and military authorities. She had about thirty German passengers on board. They were landed in police launches and are being detained, we understand, in Murray Barracks.

We learn that a few which arrived on the *Hiriko-Maru* were also detained.

NO JAPANESE ULTIMATUM TO GERMANY.

Yesterday, the Japanese Consul, Mr. S. Imai, informed a representative of the *Daily Press* that he had received no intimation from his Government regarding the reported sending of an Ultimatum to Germany. Mr. Imai added that one or two Japanese ships had been detained, but in a matter of this kind representations would have been made to the German Government. At any rate, the present time was, in his opinion, far too early for the sending of an Ultimatum. Had one been sent he would have been informed of the proceeding at once, in order to make the necessary arrangements, and to deal with the local offices of the Japanese steamship companies. "Of course," the Consul remarked, "if Germany were to attack Port Arthur or Hongkong we should be involved at once, because of our treaty obligations, but I think that some of the Japanese papers have become unnecessarily excited and that this report of an Ultimatum has been taken from them, though it cannot be correct. We have the privilege of using cypher telegrams, and I should have been informed in this way at once had an Ultimatum been sent. You can safely deny it at the present time."

None of the local offices of Japanese steamship companies have received any notification to the effect that an Ultimatum had been sent to Germany, and this fact also may be taken as indicating that no such proceeding has yet been resorted to.

BRITISH GOVERNMENT TO COVER WAR RISKS ON STEAMERS.

Messrs. The Bank Line, Ltd., have courteously forwarded to the Chamber of Commerce the attached telegram received by them from Messrs. Ellerman & Bucknall Steamship Co., Ltd., London, which the Secretary of the Chamber has handed to us for publication:—

"British Government in conjunction with War Risk Clubs have arranged cover British Steamers on approved voyages against War Risks. It is necessary to include special clauses in all Bills of Lading British Steamers which at request of Clubs in this emergency we give below requesting you circulate clause quickly every medium available among all Steamship Agents from Singapore Yokohama including Philippines. Clause begins: 'If and so long as the ship is insured against War Risks with a War Risks Insurance Association under or in connection with a War Risks Insurance scheme of His Majesty's Government the ship in addition to any liberties expressed or implied in this Bill of Lading shall have the liberty to comply with any orders or directions as to departure arrival routes ports of call stoppages or otherwise however given by His Majesty's Government or any departments thereof or any person acting or purporting to act with the authority of His Majesty or of His Majesty's Government or of any Department thereof or by any Committee or person having under the terms of the War Risks insurance on the ship the right to give such orders or directions and nothing done or not done by reason of any such orders or directions shall be deemed a deviation. Clause ends. Must also go on Passenger Tickets substituting words 'Contract Tickets' for 'Bill of Lading'."

JAPAN AND CHINA.

The Peking correspondent of the *N.C. Daily News*, in a message to Shanghai, states:—In a conversation which I had to-day (August 2nd) with the Japanese *Chargé d'Affaires* I was told that Japan would take no steps during the European crisis to embroil China in trouble, and that she will make no move of any kind unless an anti-foreign rising takes place.

SEAMEN AND STOKERS WANTED.

It is notified by a *Gazette Extraordinary* that additional Seamen and Stokers are required for service in His Majesty's Navy. Men wishing to join should present themselves on board H.M.S. *Tamar* at 9 a.m. daily for medical examination. Conditions of service will be communicated on board H.M.S. *Tamar* on application. Men with previous service in the Royal Navy, Army, Royal Naval Reserve, and Mercantile Marine are particularly required.

SHIPS' MANIFESTS.

An official notification was issued yesterday that all Ocean Shipping must produce their manifests to the Harbour Master's Department for inspection on arrival.

THE WAR.

[THROUGH REUTER'S AGENCY.]

NAVAL NEWS.

TWO JAPANESE SQUADRONS PUT TO SEA.

POSSIBLE OCCUPATION OF TSINGTAU.

Tokyo, August 10th.

The First and Second Japanese Squadrons have put to sea under the command of Admiral Dewa.

There is reason to believe that Japan will adhere not only to the letter but to the spirit of the Anglo-Japanese Alliance to the most extreme limit.

The whereabouts of the German Squadron are not disclosed, but it is reported to be menacing British shipping. The protection of British interests may necessitate a step enabling Japan to occupy Tsingtau.

GERMAN SUBMARINE ATTACK IN THE NORTH SEA.

London, August 10th.
1.50 p.m.

The Admiralty announces that German submarines yesterday attacked one of the cruiser squadrons of the main fleet. None of His Majesty's ships were damaged but one of the enemy's submarines was sunk.

AUSTRIAN CRUISERS BOMBARD ANTIVARI.

London, August 10th.

Two Austrian cruisers have bombarded Antivari (Montenegro) and the surrounding mountains where the inhabitants sought refuge.

THE LAND OPERATIONS.

THE POSITION OF LIEGE.

GERMANS HOLD PROMINENT CITIZENS AS HOSTAGES.

London, August 9th.
8.10 p.m.

It is officially admitted at Brussels that Liege is invested, but all the forts are holding out.

August 10th, 4.50 p.m.

A message from Brussels states that there is some uncertainty regarding the position of Liege. The Germans seem to have made their way into the town between the forts, and told the civic authorities that they will bombard the town unless the forts are surrendered. They now hold a number of the most influential residents as hostages.

It is expected that the Belgians will not surrender the forts, but rather blow them up.

GERMANY THREATENS BELGIUM WITH REPRISALS.

London, August 9th.
12.40 p.m.

A telegram from Brussels says the Army awaited a night attack by the Germans, but all was quiet up to 2 o'clock in the morning.

Germany has sent an urgent telegram to Belgium threatening reprisals in the future.

BELGIAN ARMY IN EXCELLENT POSITION.

London, August 9th.
6.05 p.m.

The Belgian Army is in an excellent position. The King reviewed the Brigades that participated in the defence of Liege.

GERMANS EVACUATE LUXEMBURG.

London, August 9th.
6.05 p.m.

A Brussels dispatch states that the Germans have evacuated Luxembourg owing to the French advance.

French troop-trains passed Brussels on Saturday night.

RUSSIAN TROOPS ENTER AUSTRIA.

London, August 9th.
11.50 p.m.

A telegram from St. Petersburg states that Russian troops entered Austrian territory by the valley of Styria, driving the enemy's advance guards before them.

THE ADVANCE OF THE GERMANS TOWARDS FRANCE.

London, August 10th.
12.20 p.m.

A Brussels dispatch says the Germans are marching towards France chiefly through Esch-sur-Alzette. The forward movement at Ourthe has ceased and the Germans are entrenching.

TURKEY MENACING BULGARIA.

London, August 9th.
5.05 p.m.

The Turks are reported at Athens to be concentrating in Bulgarian territory, near Dedeaqatch.

(THROUGH REUTERS AGENCY.)

GENERAL INFORMATION.

GERMAN SPIES IN ENGLAND.

LONDON, August 10th.

There are numerous accounts of the proceedings of German spies in England attempting to poison the water supply, etc. Several Germans are in custody charged with attempting to blow up railway bridges.

LOYAL AUSTRALIA.

LONDON, August 10th.
4.50 a.m.

A message from Melbourne says that Brigadier General Bridges will command the Commonwealth Expeditionary Force.

It has been decided to organise a small mixed naval and military force to serve within or without Australia. This will be distinct from the expeditionary force which will be sent to England.

Lieut.-Colonel Miller, Secretary for Home Affairs and Administrator of the Federal Territory, states that the mobilisation and concentration of the citizen forces has been carried out satisfactorily.

Lady Munro Ferguson, wife of the Governor-General, has initiated a successful movement for the formation of an Australian branch of the Red Cross Society.

Sir J. Cook, Prime Minister, has deprecated the countermanding of orders by importers, thus spreading distrust, and appeals to exporters and importers to do their business as usual, manifesting thereby their confidence in the result.

FRENCH ENTER NORTH TOGOLAND.

LONDON, August 9th.
5.05 p.m.

It is officially announced that the French have entered North Togoland, German West Africa.

ANGLO-FRENCH CO-OPERATION IN SEIZING
GERMAN TOGOLAND.LONDON, August 9th.
11.50 p.m.

It is announced in Paris that the French Garrison at Grand Popo, in Dahomey, acting in conjunction with a British cruiser, is taking possession of German Togoland.

A SECOND ARMY TO BE RAISED IN GREAT BRITAIN.

LONDON, August 9th.
11.50 p.m.

Earl Kitchener, the Secretary of State for War, has circularised the Chairmen of the various County Territorial Associations asking them to co-operate in raising as soon as possible 100,000 men for the Regular Army, the men to be accommodated in camps near the existing Regular depots. The circular concludes:—"This is not an ordinary appeal for recruits, but for the formation of a Second Army."

FRANCE DESIRES TO KNOW AUSTRIA'S INTENTIONS.

LONDON, August 9th.
11.50 p.m.

Believing that part of Austria's mobilisation is directed at the French frontier, the French Minister for Foreign Affairs has told the Austrian Ambassador that he wishes to be informed of the intentions of Austria as soon as possible.

GERMAN MINISTER TO SERBIA RECEIVES PASSPORTS.

LONDON, August 9th.
6.05 p.m.

Serbia has handed the German Minister his passports.

BRITISH NAVAL MOBILIZATION.

MANNING OF THE SECOND FLEET.

The following from a recent London paper is not without interest at the present moment:—

LONDON, 14th July.

As there are so many more ships than usual which require to have their complements brought up to full strength, the mobilization of the Second Fleet vessels began yesterday. That of the ships in the Third Fleet is fixed for tomorrow, and the crews of the Patrol Flotillas will be completed on Friday. With few exceptions, the Second Fleet ships are now assembled at their ports, so that all that was necessary to be done was to march the balance crews from the barracks and depots on board them. As the schools were closed on Friday last, the men, after week-end leave, had returned in readiness for the call to go afloat. A number of men from the Immediate Reserve also joined these ships. The total number of vessels in the Second Fleet for which additional ratings were required to complete to full complement, were 13 battleships, five cruisers, and seven mine-layers, in addition to which are the cruisers serving as training ships, 10 in number, which are to assemble with the Second Fleet. The vessels of the latter are distributed as follows:—

Portsmouth.—Battleships—*Prince of Wales, Irresistible, Bulwark, Venerable, Queen, and Albemarle*. Cruisers—*Liverpool and Tapscott*. Mine-layers—*Naiad, Lalanda, and Thetis*. Training ships—*Grasscut, Edgar, and Grafton*. Devonport.—Battleships—*London and Emden*. Cruiser—*Carnarvon*. Training ships—*Cambridge, Cornwall, Highflyer, Endymion, Gibraltar, and Theseus*. The Nile.—Battleships—*Lord Nelson, Formidable, Implacable, Russell, and Vanguard*. Cruisers—*Falmouth, Diamond, and Minerva*. Mine-layers—*Andromache, Apollo, Intrepid, and Iphigenia*. Training ship—*Royal Arthur*.

About the same number of vessels from the Third Fleet will be affected by the

mobilization to-morrow, but the majority of them will be drawn from the Devonport and Nile commands. The full list is as follows:—

Portsmouth.—Battleships—*Glory, Cruisers—Gaul, Hope, Drake, Leviathan, Minerva, and Venus*. Devonport.—Battleships—*Prince George, Corsair, Illustrious, Magnificent, Hamoud, Jupiter, Mars, and Victoria*. Cruisers—*Challenger, Chagall, Diana, Doris, Eclair, Isis, and Pollux*. The Nile.—Battleships—*Albatross, Canopus, Coliath, and Orion*. Cruisers—*Aboukir, Bogue, Enghien, Cressy, Barham, Salis, and Sappho*. The four battleships at the Nile, although Chatham is their main port, are stationed at Pembroke Dock, and it is uncertain whether their crews will be sent there or whether the vessels will be navigated to the Nile for mobilization.

The number of men required for the balance complements of the Second Fleet ships was between 5,000 and 6,000. The number for the Third Fleet, however, is about three times as much, being in the neighbourhood of 15,000 or more.

There were busy scenes at Portsmouth yesterday, due to the arrival of the Immediate Reservists and the dispatch of contingents of men to ships. The officers and men had been standing by ready for a call to mobilize. It came during yesterday morning. All the men knew their stations and at once went to them. They were drafted off in contingents, small or large, according to requirements. Several train-loads of men were sent to other ports during the day. From the Royal Marine Barracks also large detachments of men were sent to the ships.

Much activity also prevailed at Devonport yesterday morning in embarking regular service ratings of the Navy and Marines in ships of the Second Fleet. Vice-Admiral the Hon. Sir A. E. Bethell and Rear-Admiral C. E. Thursby hoisted their flags in the *Prince George* and *Hannibal* respectively for the Seventh Battle Squadron.

NO ANGLO-RUSSIAN NAVAL
AGREEMENT.

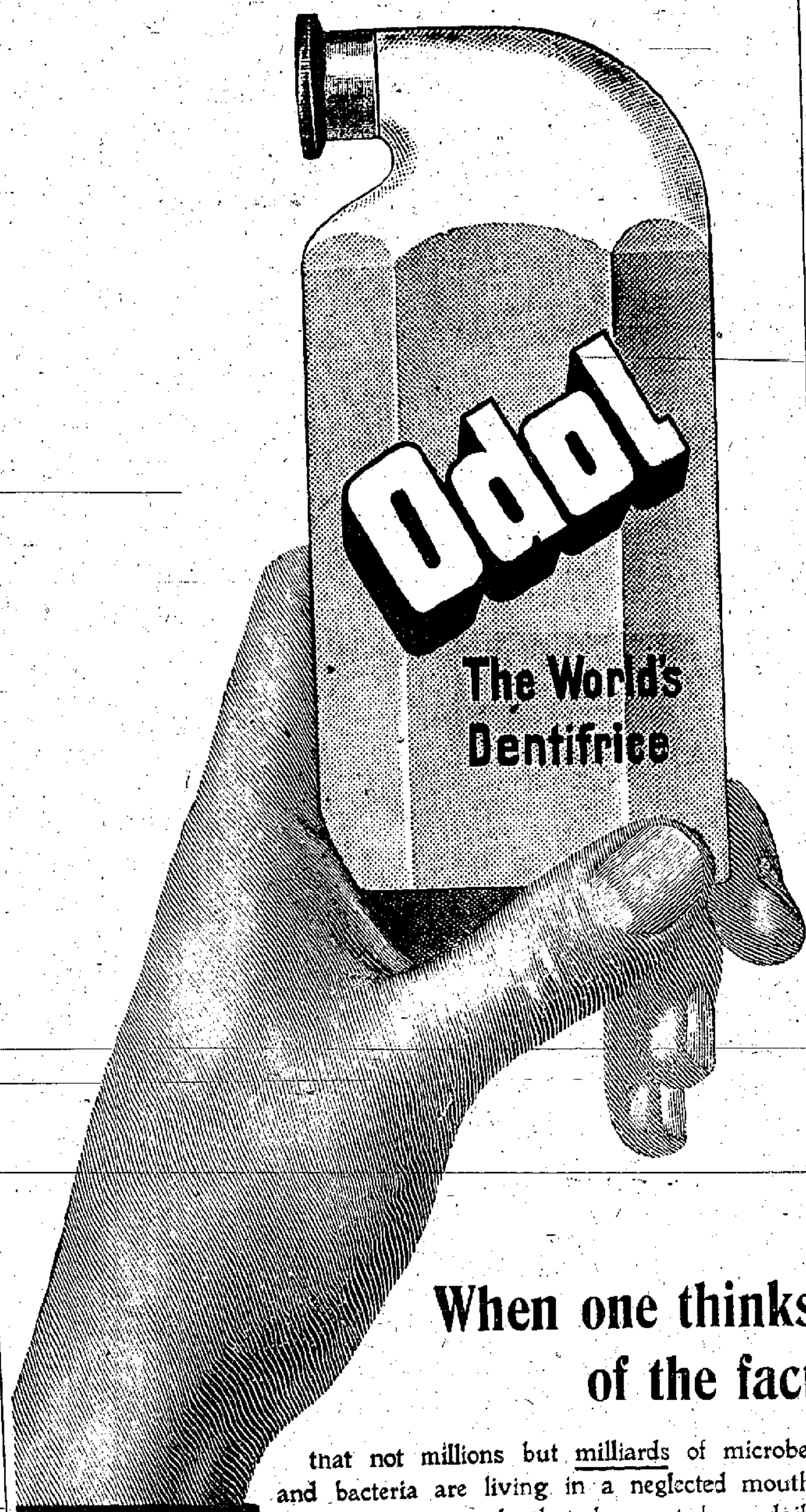
In the House of Commons last month Mr. King (L., North Somerset) asked the Secretary for Foreign Affairs whether any naval agreement had been recently entered into between Russia and Great Britain; and whether any negotiations with a view to a naval agreement had recently taken place, or are now pending, between Russia and Great Britain.

Sir E. Grey.—The hon. member for North Somerset asked a similar question last year with regard to military forces as he has again done to-day. The Prime Minister then replied that, if war arose between European Powers, there were no unpublished agreements which would restrict or hamper the freedom of the Government or Parliament to decide whether or not Great Britain should participate in a war. That answer covers both the questions on the paper; it remains as true to-day as it was a year ago; no negotiations have since been concluded with any Power that would make the

statement less true; no such negotiations are in progress and none are likely to be entered upon so far as I can judge; but if any agreement were to be concluded that made it necessary to withdraw or modify the Prime Minister's statement of last year, which I have quoted, it ought in my opinion to be, and I suppose that it would be, laid before Parliament.

TUNG WAH HOSPITAL FLOOD
RELIEF FUND.

Already acknowledged	\$133,228.00
Poulterers Guild	882.00
The Residents at Yuen Long Hu	432.00
San On	
Collected by Messrs. Leung, Kwai Ming and Li Kan on board the steamer <i>Empress of Asia</i>	201.60
Mr. Yeung Yuk Cho	50.00
Collected by steamer <i>Fat Shan</i>	
(6th instalment)	46.20
Collected by Sun Fat Company	40.08
Mr. Li Siu Hong	25.00
	\$134,904.88



When one thinks
of the fact

that not millions but milliards of microbes and bacteria are living in a neglected mouth, that is, in a mouth that has not been daily antiseptically cleansed, it seems nothing less than

disgusting to harbour such forces of destruction in our mouths and teeth.

It is simply incredible that there still exist many people who refuse to realise that it is an absolute necessity, not only for the preservation of the teeth, but also for the general health, to free the mouth daily from the bacteria which destroy the teeth.

Odol, a thoroughly effective antiseptic dentifrice, arrests all fermentation and decomposition in the mouth. Everyone who uses Odol regularly every day ensures the completest protection for the teeth and mouth that scientific discovery has up to the present time made possible.

Odol is daily used by thousands of doctors and dentists themselves.

"TAIAN MARU" TOTAL LOSS.

CREW SAVED.

We reported on Saturday that the Japanese steamer *Taian Maru*, 1,520 tons, Captain Takashima, under charter to the Kaikan Mining Administration, was ashore about seven miles from the Tungsha Light. The news of the disaster was brought here on Friday afternoon by one of the crew in a native junk, and the tug *Samson* with lighters, pumps, and salvage gear was at once despatched to the scene, and arrived just in time to save the crew who were found crouched on top of the bridge, the deck houses and the rest of the vessel being completely submerged, the ship having filled with water and settled in the soft mud where she had been beached. The Captain and crew were immediately taken on board the *Samson*, and it was learned that about 4.30 p.m. on Thursday while the vessel was steaming towards Shanghai from Chingwantao with a cargo of 3,500 tons of coal, cement, etc., she struck a sunken obstruction close to the Ariadne Rocks between Gutzlaff and Shaowei-shan, which proved to be a sunken wreck. As the vessel was seen to be filling rapidly the Captain headed for the

Tungsha Middle Bank, but seeing it would be impossible to make it, he beached his ship on the North Bank about seven miles from the Light. Meanwhile the bulkheads burst one after the other and between 9 and 10 o'clock that night the engine room was flooded out and the fires extinguished. An anxious time was spent until daylight appeared and it was seen that the vessel was rapidly settling. A junk was passing early in the morning and this was hired and one of the crew sent in her to Shanghai for assistance, and, as already stated, the *Samson* only just arrived in time to save the crew from their precarious position. While waiting for help the crew tried to do a little salvage work, but beyond the ship's papers, and the most valuable of the navigating instruments, nothing else was saved and the vessel will prove a total loss. At high tide only her masts and a hope of raising the ship are very slight as the first gale that springs up will batter the wreck to pieces. After getting all hands on board the tug and seeing that nothing could be done towards saving the vessel, the *Samson*, along with the lighters, etc., was headed back to Shanghai arriving here late on Saturday night.—*Shanghai Mercury*.

AMERICAN ELECTION
PROSPECTS.

WILSON AND ROOSEVELT.

DEMOCRATS ON TRIAL.

[BY THE "TIMES" CORRESPONDENT.]

WASHINGTON, June 29th.

Politicians are girding their loins for what promises to be the most important and interesting Parliamentary election in recent times. In the United States there is no General Election at uncertain intervals. The Lower House goes regularly to the country every two years—on the first Tuesday after the first Monday in November. Simultaneously one-third of the membership of the Senate is re-elected. Every fourth year year the Presidential election falls on the same day and naturally eclipses the Parliamentary contest; but in "off years" the Congressional canvas and the canvas for offices in some of the more important State Governments make as much stir as a General Election at home. Especially is that the case this year. The Democrats are on trial.

Stripped of its incidental trappings the contest thus lies between Mr. Wilson and Mr. Roosevelt. The Democrats now hold the House by a majority of 145. Should that majority be wiped out or even nearly wiped out, Mr. Wilson's defeat in 1916 would be foreshadowed, and of all potential Presidential candidates Mr. Roosevelt is infinitely the most formidable. After many years of semi-plutocratic rule by the old Conservative Republican Party the people are in a mood for reform. If the Democrats fail, what could be more natural than that they should return to Mr. Roosevelt, who as President did more than anybody else to start the reform movement and who, for all his enemies may say, remains indubitably the most robust and compelling figure in American politics?

MR. ROOSEVELT'S HOPES.

It is upon that that Mr. Roosevelt is clearly counting. There is no reason to believe that he has abounding faith in the future of his Progressive Party as such, or in the recuperative power of the Republican Party as such. He evidently hopes that, if Mr. Wilson is sufficiently discredited two years hence to bring his defeat within the realm of practical politics, the two wings of the Opposition will close round him. Hence his keenness to get into the campaign. Should he succeed an important page in American history will have been turned. While it is ridiculous to suppose that Mr. Roosevelt's return to the White House would mean the beginning of a dictatorship, it would certainly bias the development of American institutions in the direction of a stronger centralized Government at home and of a forward policy abroad, tending, perhaps, towards a healthy Imperialism.

It must be said at once that the Democrats have lost ground in recent months. Mr. Wilson's grip has weakened. His victory over the Panama Canal Bill has been a very different kind of victory from those gained when the Tariff and Currency Reform Bills were passed. It would not have been gained at all had it not been for the Opposition votes and it has left many party politicians sorely "disgruntled." His Mexican policy has done the same. Privately and even publicly Democrat after Democrat has registered his dislike of a policy which he holds to smack of unpractical prejudice rather than of fixed and feasible purpose. Among the voters, too, a spirit of discontent is discernible. In the East, the Mexican policy has few friends and there is a general feeling that under the manipulation of Mr. Bryan the conduct of foreign affairs leaves a great deal to be desired. The business world is distrustful. To the Democratic programme of joint-stock company legislation, to the hints of general hostility to railway and other standard corporate ventures, and to the favouritism which Congress is inclined to show to labour is attributed much of the present depression. From the West, too, come echoes of discontent. The farmers dislike the free food features of the new tariff and the competition it entails from Canada; radicals in general would have preferred to see the Hay-Pauncefote Treaty sacrificed upon the altar of their dislike of the transcontinental railways. Many a Congressman who voted for the Underwood tariff law and for the Repeal Bill fears for his seat next autumn.

DIFFICULTIES OF THE GOVERNMENT.

In these days of Radical empiricism an American party has an extraordinarily difficult course to steer. It has to keep the support of the Radicals, who, as the last election showed, are in a decided majority, and at the same time it has to guard the business world from the onslaught of those Radicals.

In the difficulty of keeping that middle course and in the Mexican problem seems to lie the President's real danger. An aggravation of business depression would probably ruin him, in spite of the fervour and strength of Western Radicalism; war with Mexico or a collapse of his Mexican policy might be expected to do the same. But there is still time for business to pick up. The harvest—an immensely important factor in American prosperity—promises well; the railways are likely to get a rise in freight rates, and the Trust Bills are as yet inchoate. As for Mexico, there is a good sporting chance that comprehensive intervention may be staved off—for a time.

Animosity—as well as devotion has coloured our popular hymns, as, for instance, in the famous "Greenland's Icy Mountains." The hasty generalisation that in Ceylon "only man is vile" is said to have found its way into the hymn because Bishop Heber discovered that a Cingalese tradesman had cleverly cheated him!—*London Daily Chronicle*.

INTIMATIONS

NEARLY DRIVEN MAD
WITH ECZEMA

Broke Out Over Eyebrows. Covered Whole of Face. Rarely Got Any Sleep During Night. Cuticura Soap and Ointment Healed Face.

67, Nunery Lane, York, Eng.—"Eczema broke out just over my eyebrows and gradually covered the whole of my face in the form of small scabs which were constantly matting, then gradually dried and peeled off. I was under treatment for seven weeks during which time I was confined to the house and rarely got any sleep during the night on account of the irritation. For several days I was nearly driven mad with the irritation and then happening to hear from a friend of Cuticura Soap and Ointment I decided to give them a trial. I obtained a supply of Cuticura Soap and Ointment. After washing with the Soap I put a little of the Ointment on my face. This treatment gradually allayed the irritation so I continued this for three weeks and after that time my face was cured." (Signed) G. Lawson, Jan. 19, 14.

Cuticura Soap and Ointment have proved most valuable for the treatment of pimples, blackheads, redness and roughness of the face and hands, dandruff, itching, irritated scalps with dry, thin and falling hair, as well as for all purposes of the toilet, bath, and nursery from infancy to age.

Samples Free by Post

Although Cuticura Soap and Cuticura Ointment are sold by druggists and dealers throughout the world, a liberal sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Neuberg & Sons, 27, Charterhouse Sq., London.

[96 24]

CHS. J. GAUPP
& CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL
INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB,
LTD..

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

[34]

CALDBECK,
MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

B L WHISKIES.



FAMOUS FOR PURITY,
FLAVOUR AND CHEAPNESS.

[21]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

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Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF MAJOR BROTHERS, LIMITED, and Reduced, and
IN THE MATTER OF THE COMPANIES' ORDINANCES, 1911 and 1913.

NOTICE IS HEREBY GIVEN that the Order of the Supreme Court of Hongkong dated the 4th day of August, 1914, confirming the Reduction of the Capital of the above-named Company from Tael 300,000 to Tael 120,000 and the Minute approved by the Court showing with regard to the Capital of the Company as altered the several particulars required by the above Ordinance of 1911 were Registered by the Registrar of Companies on the 6th day of August, 1914.

AND FURTHER TAKE NOTICE that the said Minute is in the words and figures following:—

"The Capital of MAJOR BROTHERS, LIMITED, 'henceforth is Tael 120,000, divided into 6,000 Shares of Tael 20 each instead of 'the Original Capital of Tael 300,000 divided into 6,000 Shares of Tael 50 each. At the time of the Registration of this Minute 3,500 of the said Shares have been issued and the sum of Tael 70,000 has been paid up and is to be paid up on each of the said 3,500 Shares and on the remaining 2,500 Shares nothing has been paid up or is to be paid up."

Dated this 10th day of August, 1914.
JOHNSON, STOKES & MASTER,
Solicitors for the Company. [1032]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND."

FROM ANTIWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th Aug., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th Aug., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th August, 1914. [1030]

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "LENNOX."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODD & Co., Ltd., Agents.

Hongkong, 10th August, 1914. [1031]

NOTICE TO CONSIGNEES.

P.M.S.S. "MANCHURIA."

FROM SAN FRANCISCO JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board TUESDAY, 18th Aug., at Noon, will be subject to landing charges, and if undelivered WEDNESDAY, 19th Aug., at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, on 17th A. G. at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 10th Sept., otherwise they will not be recognized.

B. C. MORTON,
Agent. [1033]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorized by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution thereof of the following words:—"To take, accept, enforce, release, realize or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly ending the 30th June and the 31st December, shall make a 'general Half-Yearly,' and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a 'General.'"

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY

FIRE OR BURGLARY

BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

CHUBB'S

BRASS DETECTOR

AND GALVANIZED

PADLOCKS.

CASH AND DEED BOXES.

YALE

LOCKS AND LATCHES.

CABINET LOCKS

OF EVERY DESCRIPTION.

CHUBB'S

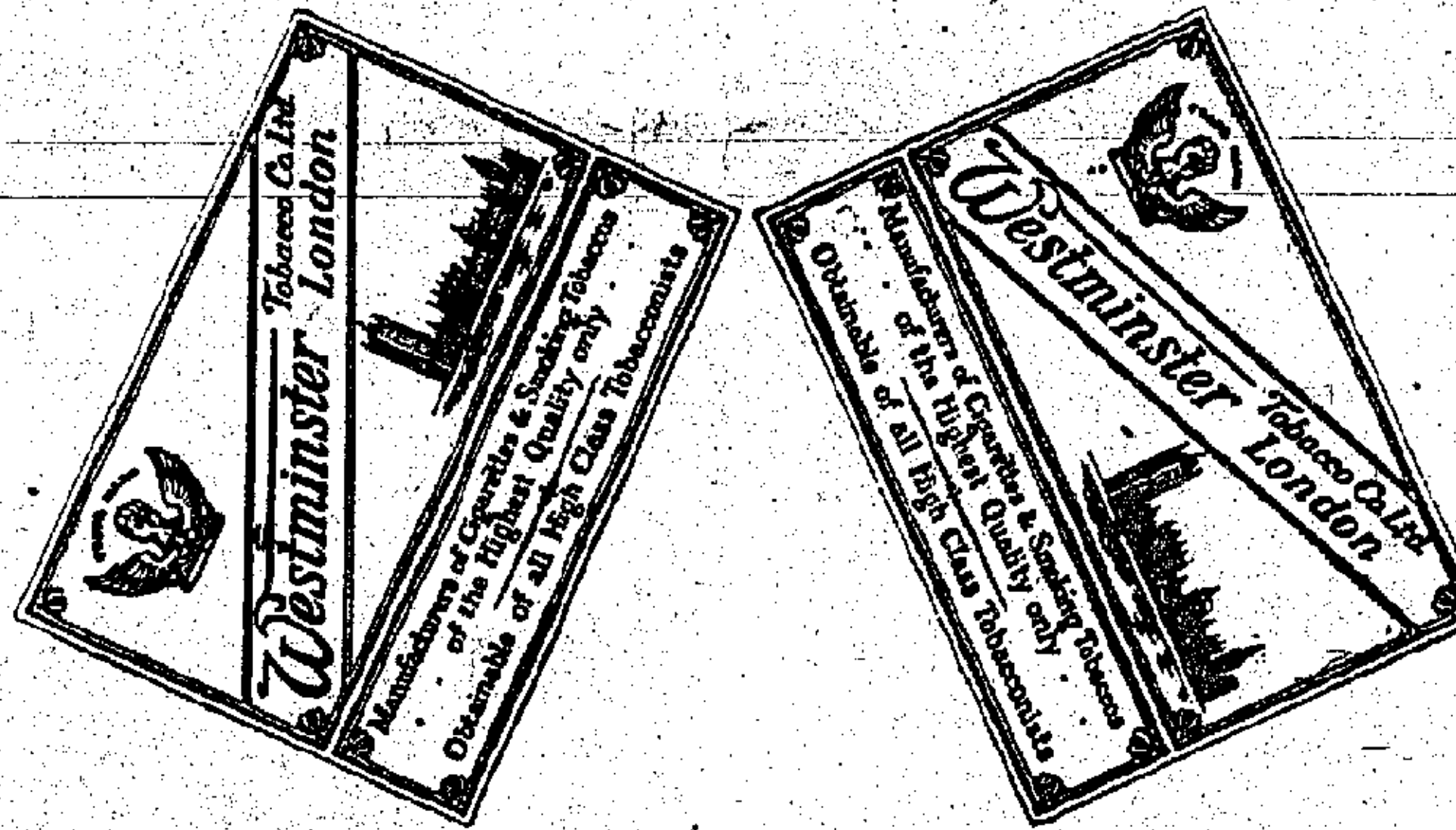
PATENT LOCKING BARS FOR GODOWN DOORS.

CANNOT BE WRENCHED OFF. DUST-PROOF.

NOPAD LOCKS ARE REQUIRED WITH THESE.

INSPECTION INVITED. [39]

NOTICE TO ALL SMOKERS.



WE beg to inform the Public that the Prices of our Brands of Tobacco and Cigarettes have not been advanced. Should it be necessary at a later date to Advance Prices due Notice will be given.

The present retail Prices are:—

CIGARETTES.

WESTMINSTER TURKISH "SPECIALS" \$1.25 PER TIN OF 50 CIGARETTES.

WESTMINSTER "RECESS" No. 44 0.85 PER TIN OF 50 CIGARETTES.

WESTMINSTER "AIDE-DE-CAMP" No. 22 0.70 PER TIN OF 50 CIGARETTES.

WESTMINSTER "RECENT" 0.15 PER TIN OF 50 CIGARETTES.

WESTMINSTER "G.T.M." 0.15 PER TIN OF 10 CIGARETTES.

TOBACCOS.

SMOKING MIXTURE - \$1.00 PER 1 LB. TIN.

SLICED PLUG TOBACCO - 0.70 " " "

AMULET MIXTURE - 1.10 " " "

WESTMINSTER TOBACCO CO., LTD.

18, BANK BUILDINGS, HONGKONG.

Hongkong, 8th August, 1914. [398]

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.

(Signed) A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 21st July, 1914. [933]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the Six Months ending 30th June, 1914, will be PAYABLE on FRIDAY, the 14th AUGUST, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 4th August, to FRIDAY, the 14th August (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors.

JOHN ARNOLD,
Acting Secretary.

Hongkong, 28th July, 1914. [886]

NOTICE.

WE HAVE CLOSED our Retail Business until further Notice.

F. BLACKHEAD & Co.
Hongkong, 16th August, 1914. [1026]

INTIMATIONS

ANNOUNCEMENT.

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE CO., LTD.

ASSETS £18,883,482.12.4d.

THE Management of the Company's Representation in Hongkong has from TO-DAY been taken over by me and the Interests of the Company will thus be entirely under British Control.

H. S. PLAYFAIR.

Hongkong, 10th August, 1914. [1024]

INTIMATIONS

SPECIAL ARMY ORDER.

WAR OFFICE, 7th August, 1914.

PARDON FOR DESERTERS.

H.M. THE KING has been graciously pleased to approve of Pardon being Granted to Soldiers who were in a state of desertion from the Regular Forces on the 5th August, 1914, and who surrender themselves in the United Kingdom on or before the 4th September, 1914, or at any Station Abroad where there are Regular Forces on or before the 4th October. They will forfeit all Service prior to the date of surrender but such service may subsequently be restored under the conditions laid down in the King's Regulations for restoration of service forfeited under Section 79 of the Army Act. Deserters who enlist between the 6th August, 1914, and 4th October, 1914, both days inclusive, in any Colonial Corps which may have been or may be placed at the disposal of the Imperial Government for War, will be Granted a Free Pardon, and at the expiration of their Service in such Corps, will not be claimed for further Service in the Regular Forces of the United Kingdom. They will, however, forfeit all Service rendered in the Regular Forces of the United Kingdom, prior to the date of such enlistment. The provisions of this order will not be applied to men who have fraudulently or improperly enlisted.

By Command of the Army Council.
R. H. BRADY.
Hongkong, 10th August, 1914. [1025]

WANTED.

SHIFT ENGINEER required from 1st September, from 8 P.M. to Midnight, shift in Electric Generating Station. Salary \$200.00 per month. No quarters.

Apply—CHINA LIGHT & POWER CO., LTD.,
Generating Station, Kowloon.
Hongkong, 7th August, 1914. [1020]

TO PARENTS.

ST. JOSEPH'S COLLEGE, MACAO.

BOARD, Lodging and Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st September.

Apply—RECTOR,
Care of "Daily Press" Office.
Hongkong, 10th August, 1914. [1027]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.F.
[1343]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds—

Sterling \$1,500,000 at 2/- = \$15,000,000

Silver ... = \$17,850,000

Reserve Liability of Proprietors \$16,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LINDSAY—Chairman.

W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. Dodwell, Esq. P. H. Holyoak, Esq.

G. T. M. Edkins, Esq. J. A. Flammier, Esq.

C. S. Gubbay, Esq. Hon. Mr. E. Shellim.

CHIEF MANAGER.

Hongkong—H. J. SHARP.

ACTING MANAGER.

Shanghai—J. D. SMART.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 6 months, 3 1/2 per cent. per annum

For 9 months, 4 per cent. per annum

For 12 months, 4 1/2 per cent. per annum

A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 8th August, 1914. [15]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1849.

HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000

Reserve Fund ... \$1,800,000

Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1424]

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.
London Office: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay. Kobe.
Calcutta. Manila.
Canton. Mexico.
Cebu. Peking.
Colon. San Francisco.
Hankow. Shanghai.
Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000 equal \$1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

Queen's Road,
Hongkong, 21st October, 1913. [985]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 80,000,000 (\$2,500,000)

Paid-up Capital Fl. 17,407,000 (\$1,450,000)

Reserve Fund Fl. 6,518,000 (\$648,000)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA

LONDON BANKERS:

THE WILLIAMS, WATSON & CO. BANK.

SWISS-BANK-CORPORATION.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 3rd October, 1913. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000

Subscribed

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THE SUBMARINE MENACE.

SIR PERCY SCOTT'S POSITION.

The war lends special interest to the following replies which Admiral Sir Percy Scott has given to the critics of his views on the future of Naval warfare:

I.—THE TORPEDO IN REAL WAR.

(1) In the Russo-Japanese War the damage done by the torpedo fell far short of reasonable expectation.—LORD SYDENHAM.

On the first evening after the declaration of war the Japanese, with torpedoes very inferior to those in use now, did sufficient damage to the Russian battleships to drive them into Port Arthur, and the menace of another torpedo attack prevented this fleet from again coming out of harbour at night.

II.—THE INEFFICIENCY OF SUBMARINES.

(2) The submarine periscope is plainly visible at very great distances.

My experience is that even at a short distance it is very difficult to see the periscope of a submarine. The periscope is small and painted much the same colour as water.

"A Naval Officer" writes:—"During last manoeuvres I was in a first-class armoured cruiser in the North Sea. We had an idea that submarines were about, because several of our ships had been 'sunk' somewhere about where we had been the previous day. We consequently were keeping a particularly bright look-out for them. The day was ideal for our seeing them, nearly calm, and quite clear. To our dismay one came to the surface less than a hundred yards from us, and signalled:—'I have fired two torpedoes into you, and claim you out of action.'"

(3) Submarines cannot find their prey at night.

A submarine lying on the surface at night would have no difficulty in seeing a battleship or any other ship; the difficulty would be for ships to see the submarine.

(4) Submarine torpedo tubes being fixed, straight shooting with them is difficult.

The submarine modifies this difficulty by firing at such a short range that there is very little chance of missing.

(5) Attacks by submarines upon ships lying in a defended harbour would in all probability entail disaster to the submarine.

As submarines can enter a harbour without being seen, I do not see why attacking the ships in the harbour should entail disaster only to the submarine, should it do the loss of a few submarines is very small in comparison with the loss of a battleship.

(6) If the number of ships claimed to have been struck by torpedoes from submarines in recent naval manoeuvres were examined in detail by a competent and impartial critic, I imagine that they would be heavily discounted.—LORD SYDENHAM.

The actual number of battleships claimed to have been sunk by submarines is, of course, confidential, Lord Sydenham imagines that the claims should be discounted. From what I know Lord Sydenham has no good ground for imagining that their claims should be discounted.

(7) All manoeuvre experience is too laughably unreal to attach any importance to the results obtained.

Manoeuvre experience is, I know, sometimes unreal, but I cannot go so far as to admit that we should not attach any importance to the results obtained.

(8) Submarines require for their existence a parent ship.—LORD SYDENHAM.

Submarines, like all other ships, require to replenish their ammunition and fuel, and must have a base to work from; the base need not necessarily be a ship; it may be a harbour. The suggestion therefore that a submarine always requires a parent ship in attendance on her is erroneous.

(9) Submarines can easily be destroyed by gunfire when on the surface.

Submarines do not wait on the surface to become targets for guns; they dive and watch for another opportunity.

III.—THE EFFECT OF THE INTRODUCTION OF SUBMARINES AND AIRCRAFT ON NAVAL ATTACK AND DEFENCE, AND WHETHER THE INTRODUCTION OF SUBMARINES AND AIRCRAFT HAS CAUSED A REVOLUTION IN NAVAL WARFARE OR NOT.

(10) Submarines and aircraft are only adjuncts to naval force; their advent has not produced any material change in the problems of attack and defence.

Submarines and aircraft have in my opinion entirely changed the problems of attack and defence.

"R.N." admits that the submarine will affect grand tactics profoundly, and Admiral Bacon asks us to realize that it will undoubtedly exercise a vast influence on naval operations, both tactical and strategical.

(11) The idea of attacking commerce by submarine is barbarous.—ADMIRAL BACON.

All war is, of course, barbarous, but in war the purpose of the enemy is to crush his foe; to arrive at this, he will attack where his foe is most vulnerable. Our most vulnerable point is our food and oil supply. The submarine has introduced a new method of attacking these supplies. Will feelings of humanity restrain our enemy from using it?

(12) The question is rather how we should use the instruments of war we have than what instruments of war we require.

The introduction of the submarine and aircraft has certainly compelled us to consider whether our battleships are of use or not. Does it not also compel us to consider what instruments of war we require to meet the new conditions?

IV.—THE NECESSITY FOR LEAVING BATTLESHIPS.

(13) Sir Percy Scott does not provide for the important duties which devolve upon the battleship in war—viz, the support of the cruisers protecting our food and raw material supply, as well as of the squadrons blockading the ports of the enemy.—ADMIRAL (LEVLAND).

If battleships in war attempt to blockade the ports of an enemy who has submarines, the battleships will probably go to the bottom. Battleships must keep away from the ports of an enemy if he has submarines.

(14) We must have battleships and large cruisers to send out to capture our enemy's colonies.

If our enemy have submarines at their colonies it will be fatal to send out battleships and large cruisers.

(15) There must be battleships and cruisers to protect our commerce on the high seas.

Why protect it on the high seas if we cannot protect it at the entrances of our harbours, and why should our enemy go out into space to find our food ships? Why not wait at the mouth of the Thames or any other port, where he will find them coming in like railway trains?

(16) During the first part of a war, the fighting will all be between the mosquito craft, such as torpedo-boats and submarines; when these have been exterminated the battleships will come out.

To exterminate submarines is a difficult task; an easier task would be for the enemy's submarines to exterminate us by stopping our supply of food.

(17) We must still look to the gun for the decision between the organized forces of rival nations, as it surpasses the torpedo almost infinitely.

Like the gun, and I have done all I can for it, but if the submarine destroys the ship, which is the floating gun-carriage, then the gun is, within certain limitations, gone.

(18) The ports of a country adequately protected by submarines would certainly be immune from bombardment, but battleships are not built only for the purpose of bombarding ports.

If it be allowed, and I think it should be, that submarines preclude ports from being bombarded, then one of the functions of a battleship has gone.

(19) Our shipping can be made quite safe against the attack of submarines by mining the entrances to our harbours.

To lay mines at the entrances of all our harbours will take a long time; the enemy's submarines will operate at once.

(20) The safety of battleships in harbour is not the all-important consideration.

If there is no ultimate use for the battleship, it is not the all-important consideration.

(21) It is the seaman's business to find the enemy and destroy him.

It was the seaman's business to find the enemy, now it is the airman's business. It is still the seaman's business to destroy the enemy if he can. The seaman's difficulty will be to destroy the submarine.

(22) The submarine has introduced the factor of permanent invisibility. Searchlights are useless, the gun is helpless, and the submarine can wait outside the boom if it cannot get through it. Dreadnoughts will not be driven from the ocean, but they will be driven out to the ocean.—LIEUTENANT A. C. DEWAR, R.N. (retired).

These remarks imply that when war is declared our Dreadnoughts, from fear of submarines, will be driven out to the ocean. If so, they must come back some time or another to coal—then what a harvest for the submarines! I think our Dreadnoughts had better be shut up in a harbour, if we have a safe one.

V.—THE QUESTION OF COST.

(23) According to the theory of Sir Percy Scott, the inexpensive submarine will replace the expensive battleship; this will be a great saving in money; we shall not require fortresses, as the submarines will guard our coasts from invasion.

On the contrary, the additional expense will be enormous, as we shall require such a great number of submarines. The Little Navy must not think it is going to cheapen our defence. It is going to make it more expensive, and more efficient. It will save money in fortresses, because a fort will only keep a battleship four miles off; a submarine will keep her 40 or more miles off.

(24) Sir Percy Scott suggests scrapping our Dreadnoughts.

I have never suggested scrapping any Dreadnoughts, but I should have great pleasure in reading that Canada was going to give us £8,000,000 worth of submarines and aircraft instead of three Dreadnoughts.

PERCY SCOTT.

SIR PERCY SCOTT'S REJOINDER TO LORD SYDENHAM.

Replying to a criticism by Lord Sydenham of some of the foregoing views, Admiral Sir Percy Scott says:

Lord Sydenham is not a seaman, but a soldier, and he cannot be expected to appreciate the technical points in my argument. With reference, however, to the question of the attack of our commerce by submarines he says:

Capture of vessels at sea is an old right of war. The right to kill unresisting non-combatants, engaged in peaceful avocations has never been recognized. The submarine cannot capture, and must destroy. I do not believe that the sentiment of the world in the 20th century would tolerate for a moment proceedings which have hitherto been associated only with piracy in its blackest form. Considerations of humanity apart, there are strong reasons for believing that this reappears into savagery would not serve the purpose of the Navy which so far degraded itself, and I doubt whether Sir Percy Scott has thought out this part of his programme.

This I consider a dangerous and most misleading doctrine, because it is calculated to make the British public believe that their food supply will be safe in time of war. In order to make its fallacy manifest I will quote the following extract from a letter written by a foreign naval officer:

If we went to war with an insular country, depending for its food on supplies from overseas, it would be our business to stop that supply. On the declaration of war we should notify the enemy that we should warn those of her merchant ships coming home not to approach the island, as we were establishing a blockade of mines and submarines. Similarly we should notify all neutrals that such a blockade had been established, and if any of their vessels approached the island they would be liable to destruction either by mines or submarines, and therefore would do so at their own risk.

Such a proclamation would, in my opinion, be perfectly in order, and, once it had been made, if any British or neutral ships disregarded it and attempted to run the blockade, they could not be held to be engaged in the peaceful avocations referred to by Lord Sydenham, and if they were sunk in the attempt, it could not be described as a relapse into savagery or piracy in its blackest form. If Lord Sydenham will look up the accounts of what usually happened to the blockade-runners into Charleston during the Civil War in America, I think he will find that the blockading cruisers seldom had any scruples about firing into the vessels they were chasing or driving them ashore, and even peppering them, when stranded, with grape and shell. The mine and the submarine's torpedo will be more deterrent. Trade is timid. It will not need more than one or two ships sent to the bottom to hold up the food supply of the country.

THE COST OF WAR.

MILLIONS SQUANDERED IN A WEEK.

RECORDS OF PAST ENCOUNTERS.

In an article dealing with the cost of war, it is extremely difficult to estimate, even approximately, the amount actually lost to the nations engaged. The cost of war, fought under conditions as they exist to-day, is not light, and the after effects can by no means be reckoned in money. Some idea, however, of the war expenditure given under the National Debt of the various Powers. For instance, although the British National Debt achieved its greatest augmentation during the great Napoleonic wars, the general indebtedness of civilised countries has increased most rapidly since 1849.

THE CRIMEAN WAR.

Undoubtedly the most important clause of public indebtedness is, and always has been, war expenditure. The National Debt of England was started in 1694, when £1,000,000 was raised by William III. Four years later the debt had increased to over £25,000,000. After Waterloo, in 1815, it stood at £885,000,000. The low water mark of £835,393,734 was reached in 1890, but the Boer War sent it up again to £705,215,653.

Figures relating to the cost of great wars will no doubt be of interest. The cost of the Crimean War to Britain is put down at £78,000,000, the total cost of the struggle being £333,000,000. The cost to Russia was £142,000,000, and to France £28,000,000, the weekly expenditure for the three countries being, Russia, £1,400,000; France, £900,000; and Great Britain, £700,000.

America's successful struggle for independence cost the mother country \$121,000,000, or just under £1,600,000 a week.

THE FRANCO-PRUSSIAN WAR.

France, however, has had to foot the heaviest weekly war bill on record, the total cost of her terrible conflict with Germany being £316,000,000 or over £7,000,000 a week. In addition to the cost in money, France lost 290,000 men and there was added the war indemnity of 5,000 millions of francs. In the one battle of Gravelotte, the victorious Germans lost 328 officers and 4,900 men killed and 571 officers and 14,000 men wounded. The French losses were 13,000 men. The 44th anniversary of the battle falls on the 18th instant. The Napoleonic wars, which ended at Waterloo, were comparatively cheap for France, seeing that the bill only amounted to £235,000,000, while that of Great Britain, including the financing of many little Powers in their struggle against the Emperor, amounted to £331,000,000. Our own war in South Africa, the bill for which totalled the sum of £211,948,000, worked out at £1,500,000 a week.

JAPAN'S WAR BILLS.

When Japan and China commenced hostilities in 1894, three successive war loans were raised or specially issued to meet the expenses of that war by Japan, and upon the outbreak of hostilities between Japan and Russia in 1904 there were raised between that year and 1906 five series of Exchequer bonds, an Extraordinary Military Expenditure Loan, and two 6 per cent., and two 4 per cent. sterling loans.

The Military Correspondent of *The Times*, in his book, "The War in the Far East," goes extensively into the question of the cost to Russia and Japan, of the struggle between the nations. The annual expenditure of Japan at the time of the war, in a normal year, amounted to £25,000,000; her debt at the outbreak of the war was only £58,000,000, and but a part of this was held abroad. Russia, on the other hand, had a budget showing £232,000,000 on the expenditure side, and a debt of £707,851,930, requiring an annual payment of £31,000,000. The Russian budget showed an expenditure of £17s. 6d. per head of the population, and that of Japan about 10/-.

M. Lévy, the French financial authority, calculated in June, 1904, that the direct additional cost of the war to Russia was between £26,000,000 and £7,000,000 a month. The strain of disasters after that was so great, however, that it was estimated the cost was nearer £8,000,000. Later figures show that Russia's weekly expenditure towards the close of the war was £1,097,230.

Her last war with China cost Japan £30,000 a day, and the greater campaign with Russia, it was estimated, cost her £100,000 daily, or roughly speaking, £2,000,000 a month.

During the war with China, the total expenditure from June, 1894, to November, 1896, amounted to £290,475,505, of which only £35,655,137 were on account of the Navy. The daily average of £100,000 is necessarily only an approximation; it was probable that, at the time when Japan placed over 300,000 men in the field and made such a considerable effort the figure was exceeded.—*N.C. Daily News.*

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CHINESE RAILWAYS.

STATEMENT BY SIR EDWARD GREY.

In the House of Commons on 10th ult., speaking on the Foreign Office Vote, Sir E. Grey said:—With regard to Chinese railways, notes were exchanged between His Majesty's Government and the Chinese Government in 1898 by which the Chinese Government pledged themselves not to alienate the Yangtze region to another Power. That holds good still and there has been no question of alienating the Yangtze region. The Hongkong and Shanghai Bank and the Deutsch Asiatische Bank made an agreement in 1895 for sharing loans in China, and financial operations for railways were to be the subject of special agreements. An additional clause was added in 1905 modifying the 1895 agreement so as to allow greater freedom of action on the part of either party. In 1898 an agreement was signed between the two groups defining the sphere of interest of the two countries regarding railway construction in China, leaving the Yangtze Valley to Great Britain and Shantung to Germany. Those were arrangements between two particular commercial groups; they are not like treaties between Governments. In 1909 followed the Hongkong Railway loan agreement between the British, the French, and the Germans, to which the Americans were admitted in 1911. The whole matter of these arrangements has been exceedingly complicated. I have been endeavouring recently, to disentangle some of these complications. We have now pending considerable railway concessions, and I believe the particular arrangement between the groups will now enable different countries—ourselves amongst others—to go ahead more freely in those parts of China in which they have particular interests. It is quite true that there are some parts of the world where trade cannot make its way, at any rate in the form of concessions, without the diplomatic support. There is, however, another side to the matter. Diplomatic support depends on the willingness of support to come forward and invest. For some years, at any rate, British capital was most reluctant to invest in Turkey, and it has not always been very favourably disposed to Chinese investment. I regard it as our duty wherever *bona fide* British capital is forthcoming in any part of the world, and is applying for concessions to world, and is applying for concessions to world, and is applying for concessions to world, to give it the utmost support we can.

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The weekly return of communicable diseases in the Colony was this week remarkable by reason of the fact that all the cases reported, 11 in number, proved fatal. There were six cases of plague, four of enteric fever, and one of diphtheria.

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SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 19th inst.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAU	AMAZON	Frenc. str.	—	Costa	MESSAGERIES MARITIMES	Quick despatch.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAU	HIRANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MEMPHOTHEIRE	Brit. str.	—	M. S. DOLLAR	JARDINE, MATHESON & Co., Ltd.	On 8th Sept.
VICTORIA, B.C., & SPAIN VIA KEELUNG, S'HAL, &c.	AKI MARU	Jap. str.	—	Noma	OSAKA SHOSEN KAISHA	On 13th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c.	PANAMA-MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	SHANTLE MARU	Jap. str.	—	T. Saito	DOUGLAS & Co., Ltd.	On 3rd Sept., at 4 P.M.
NEW YORK	ST. ROBERT	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	About 25th inst.
NEW COUVEUR VIA SHANGHAI, JAPAN, &c.	JAPAN	Brit. str.	2 m.	A. G. Stevens	TOYO KAISEN KAISHA	On 19th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 8th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Amer. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	To-morrow, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANOUELLA	Jap. str.	—	—	TOYO KAISEN KAISHA	On 18th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SHITO MARU	Jap. str.	—	—	GIBB, LIVINGSTON & Co.	On 3rd Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	EMPIRE	Brit. str.	—	E. Finlayson	EMERALFIELD & SWIRE	On 28th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	CRANGHUA	Brit. str.	1 m.	K. Soyeda	NIPPON YUSEN KAISHA	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINES	On 25th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TUBODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
JAPAN	TAKADA	Brit. str.	—	Robins	DAVID SASSON & Co., Ltd.	On 25th inst.
KOBE, MOJI	NAMBAO	Brit. str.	—	Gilroy	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D'light
YOKOHAMA, KOBE & MOJI	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Sakine	NIPPON YUSEN KAISHA	On 25th inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	Robins	NIPPON YUSEN KAISHA	On 14th inst.
MOJI & KOBE	CHONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
TIENTSIN	KUKICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 19th inst., at 10 A.M.
WEIHAIWEI & TIENTSIN	CORNBERR	Brit. str.	—	—	MESSAGERIES MARITIMES	Quick despatch.
SHANGHAI, KOBE & YOKOHAMA	YANGSHI	Brit. str.	—	L. Jones	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	RANGCON MARU	Jap. str.	—	Kamashita	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. C. Jones	BUTTERFIELD & SWIRE	On 13th inst., at 3 P.M.
SHANGHAI	LUCHEW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 16th inst., at D'light
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 20th inst.
SHANGHAI	TIJMANORE	Dut. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
SHANGHAI	ASCADIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	About 27th inst.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Takamoto	OSAKA SHOSEN KAISHA	To-morrow, at 2 P.M.
AMPOING & TAKAO VIA SWATOW & AMOY	SOSUO MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 19th inst., at 4 P.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Takahige	OSAKA SHOSEN KAISHA	On 16th inst., at Noon.
AMOY & FOOCHOW	HATTAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPEIRE & Co.	Quick despatch.
SWATOW	HAINCUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPEIRE & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	SACHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPEIRE & Co.	To-day, at 11 A.M.
MANILA, CEBU & ILOILO	HAYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPEIRE & Co.	Quick despatch.
MANILA	THAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA, CEBU & ILOILO	DOONGHANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 2 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennfather	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
BATAVIA, CHEEBON, SAMARANG, &c.	FURNANG	Dut. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co.	On 22nd inst., at 2 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	TIJMAHI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINES	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAH, PENANG & COLOMBO	COLOMBO MARU	Jap. str.	—	Sakamoto	NIPPON YUSEN KAISHA	On 17th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	SAIGON MARU	Jap. str.	—	T. Yamaguchi	OSAKA SHOSEN KAISHA	On 25th inst., A.M.
SINGAPORE, PENANG & CALCUTTA	CEYLON MARU	Jap. str.	—	Naguchi	NIPPON YUSEN KAISHA	On 3

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.
NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STAMFERS	Hong-kong	S'hai Woosung	Naga-saki	Kobe	Yoko-hama	Vancon-ver	Quebec	Liver-pool	Liver-pool	Quebec	STAMFERS	Vancon-ver	Yoko-hama	Kobe	Naga-saki	S'hai Woosung	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF JAPAN	Wed'day 19 Aug.	22 Aug.	24 Aug.	26 Aug.	28 Aug.	9 Sept.	17 Sept.	24 Sept.	10 July	17 July	EMPRESS OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.	11 Aug.	14 Aug.
EMPRESS OF RUSSIA	Wed'day 2 Sept.	5 Sept.	6 Sept.	8 Sept.	10 Sept.	19 Sept.	24 Sept.	1 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	19 Aug.	22 Aug.	25 Aug.
EMPRESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	24 July	31 July	EMPRESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	20 Aug.	24 Aug.	26 Aug.
EMPRESS OF ASIA	Wed'day 30 Sept.	3 Oct.	4 Oct.	6 Oct.	8 Oct.	17 Oct.	22 Oct.	29 Oct.	7 Aug.	14 Aug.	EMPRESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.
EMPRESS OF JAPAN	Wed'day 14 Oct.	17 Oct.	19 Oct.	21 Oct.	23 Oct.	4 Nov.	12 Nov.	19 Nov.	21 Aug.	28 Aug.	EMPRESS OF ASIA	3 Sept.	14 Sept.	15 Sept.	17 Sept.	21 Sept.	23 Sept.

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	Car Berth across	£65 —	£65 —
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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRAHMES	TO SAIL
TIENTSIN	"CREWONGSHING"	Thursday, 13th Aug., Noon.
SHANGHAI KOE and MOJI	"YATSHING"	Tuesday, 13th Aug., Noon.
"YOKOHAMA, KOBE and MOJI	"NANSANG"	Sunday, 1st Aug., Dlight.
MANILA	"LOONGSANG"	Saturday, 15th Aug., 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 15th Aug., 2 P.M.
CHIOLO	"YUENSANG"	Saturday, 22nd Aug., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTRANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "KONGANG," "KUTSANG," and "LOVAT," leaving Hongkong for the regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 6 days.

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Hongkong, 10th August, 1914.

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Hongkong, 16th April, 1914

PROJECTED SAILINGS FROM HONGKONG.

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"SHIRE" LINE SERVICE—HOMEWARDS.

	FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP...	...	"CARNARVONSHIRE"...	On 31st Aug.

**TRANS-PACIFIC "SHIRE" AND "GLEN"
JOINT SERVICE.**

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MERIONETHSHIRE" ... On 8th Sept
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"CARDIGANSHIRE" ... On 30th Sept.

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